

HE ACCUSES THE SKIPPER.

McKenna Charges Brutality and the Loss of Two Lives.

The Gerard C. Tobey's Captain Says the Story is False.

Complaint is made against the skipper and the mate of the American bark Gerard C. Tobey, the charge being brutality towards the sailors, whereby, it is alleged, two lives were lost.

The skipper's name is Shortliff; the mate's name is Parsons.

The Gerard C. Tobey left Astoria, Ore., for New York Sept. 29 last, and unloaded lumber at Iquique, Chile, and took on a cargo of "altreiros" for New York, reaching this port last Monday, eighty-five days after leaving Iquique. She is now lying at Beard's Stores, in the Erie Basin, South Brooklyn.

E. W. McKenna, one of the complaining sailors, who is twenty-one years old, and had never been to sea before, said to an "Evening World" reporter:

"We were no sooner aboard than Capt. Shortliff and the mate commenced to beat us and knock us down. They once hit me with chains and ropes because I could not steer the ship in a gale."

"Out of sixty men that came aboard at various ports forty-seven deserted. Two men fell overboard and were drowned because they were compelled without cause to expose themselves to peril."

"Did the captain not try to save them?"

"Well, in a fashion," was the reply. "They fell over the port side, and the captain ordered a boat lowered on the starboard. By the time it got around to the spot where the men had struck the water, they were, of course, gone."

The Gerard C. Tobey belongs to William H. Beatty, of Wareham, Mass. Capt. Shortliff, when seen by the reporter, emphatically denied the statements of McKenna.

"McKenna," said he, "is merely venting his spite against me because he thinks I have tried to take advantage of him in settling up our accounts. The law compels all skippers to provide clothing for the sailors at a price fixed by law. I furnished McKenna with wearing apparel, and when I attempted to deduct the amount from his wages, he became rebellious. The matter has, however, since been settled before the United States Shipping Commissioner in New York, and I have been fully vindicated."

"As to the most serious charge made against me by McKenna, namely, that two men lost their lives through my harshness, the truth of it is this: Last Oct. 24, when we were in longitude 109 degrees west and latitude 2 degrees 4 minutes north, Ordinary Seaman Holgate clambered over the bow of the ship unbidden, probably to make some repairs. We were scudding through a heavy sea and the ship was on the wind."

"Suddenly the man at the wheel gave the cry 'Man overboard.' Holgate had fallen from his perch."

"A boat was immediately lowered, and though we passed over the very spot where the poor fellow had last been seen, he was not recovered."

"My official log-book is filed with the Commissioner, but I read this from my private log, as also the following statements:

"May 8, 1893.—Winds hauling to northward; sea rough and confused; weather clearing. At 7 A. M. while running before strong southerly winds, Charles Frake, ordinary seaman, was knocked from the top of the after house by a heavy ship aback, and got a boat cut with the first officer and two men. The men volunteered. They pulled back over the place where Frake fell overboard as nearly as possible, but

saw nothing of him. The boat was out one hour and fifty minutes. The boat was then hoisted aboard."

"I tackled ship and stood over the course again in the hope of seeing Frake, but failed to see him. I then called all hands and asked them if they had anything to suggest that might lead to Frake's recovery. They said that nothing further could be done to the man. I then put the ship on her course at 10:55 o'clock, nearly four hours after the first step had been taken to rescue Frake."

"That was in longitude 30 deg. 40 min. west and latitude 25 deg. 4 min. South. The same efforts had been made in the case of Holgate."

"At Valparaiso I made affidavit to these facts before the American Consul, and was corroborated by the first officer and sailor chosen by him from among the men. It is ridiculous to suppose that a skipper would needlessly or wantonly expose the lives of men whose welfare is so important to his own safety. The boat was lowered on the side opposite to where Frake fell overboard because there was no boat on the other side."

"Now," continued Capt. Shortliff, "as to my having beaten McKenna, that, too, is false. It is true that I once got very angry with him when he saw at the wheel, because he nearly turned the ship aback. Had he gone a little further, I would have had him flogged."

"I suspect," concluded the captain, "that McKenna was put up to making these charges against me by a colored sailor who is the only other man, besides McKenna, that came as far as from Iquique with me. This colored man is a chronic mutineer, and I was warned by the Consul at Iquique that he would give me trouble, as he had recently led the mutiny on board the Yorktown, a merchant vessel in southern waters."

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COLLEGE CREW OF THE VIKING

A Dozen Graduates Ship with Brave Capt. Andersen.

They Will Take a Hand at the Sweeps on the Way to Chicago.

The amateur crew of college graduates who will make the trip to Chicago in the Viking and take a hand at the sweeps if the Norsemen get tuckered out has been all arranged satisfactorily by Lawyer William F. Kip.

There are a dozen of the collegians in all, and they will place themselves under Capt. Andersen's orders and be treated just like the other members of the crew.

Their names are Hector W. Thomas, Lucius N. Palmer and Herman Thomas, of Yale; Lloyd McKim Garrison, John L. Wilkie, Alfred Posey, Henry Willard, John Thomas, Homer, George E. Clark and William F. Kip, of Harvard; and Douglas Carter and Perry Griffin, of the Massachusetts Institute of Technology.

The college men are not all oarsmen. Some of them have pulled sweeps in the college races at New London, and the rest are interested in athletics in one form or another. Several of them are football players. None of them are in training, however, and they do not expect to do much rowing on the trip, which is in reality only to be a vacation lark for most of them.

They have adopted as a uniform blue coats, caps and trousers, and white awnings. The Norsemen wear straw hats like the Irishmen, and carry the wooden shillee. The stroke which the Norsemen pull is very different from the Bob Cook, and no sliding seats are used.

In fact the oarsmen are obliged to stand up while manipulating the oar, and the college men who attempt to handle the Viking's oars will probably find some difficulty in getting into proper form. Catching a crab under such circumstances would be a very serious matter.

It is said that a navy-yard tug has been promised by Secretary Herbert, which will tow the Viking as far as Albany, but Capt. Andersen will have to provide his own means of transportation through the Erie Canal and the lake.

The canal is too narrow for rowing, and this part of the journey will probably be accomplished with the assistance of a tug and a towline. When they reach the Great Lakes, however, the college graduates will have a chance to show their mettle.

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EMERSON GOT A BARGAIN.

The Old Philosopher Dickered Over the Price of a Paper.

We were speaking of Emerson, says a writer in the Boston Globe, and I had shown my friend a small old Yankee, when my friend said:

"There is no question that Ralph Waldo Emerson was a grand old fellow. I am sure that if you will, but much of the starch of my generation for him was taken out by the time he came to the end of the Fitchburg depot for the reduction of the price of a Boston daily evening paper because it was of the issue of a day or two previous."

"It reminded me of the huckstering I witnessed in a take-shop some time before, where a woman insisted on having a five-cent loaf for three cents because it was two days old, and finally, after a wordy contention with the worthy white-capped baker, compromised by paying four cents for the bread."

"Ralph the venerable had the courage of his mercenary convictions and insisted for a time on having one cent deducted from the price of the paper. The newspaper, for his courage of his trade, and did not seem to care a brass for the author of the 'Olive-Branch'."

Although I found afterwards that he knew the intellectually august gentleman with whom he was dealing, in getting into proper form. Catching a crab under such circumstances would be a very serious matter.

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